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INFORMATION REPORT

REPORT NO.

CD NO.

25X1A

COUNTRY

East Germany

DATE DISTR.

7 August 1952

SUBJECT

Tabulation of Freight Cars of Russian Zone

NO. OF PAGES

2

Railroads 25X1C

NO. OF ENCLS
(LISTED BELOW)

1 (2 pages)

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SUPPLEMENT TO
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tabulation of freight cars, which reflects the present status of freight cars and was based on the count of rolling stock made on 31 March 1952. The figures listed under the various columns are approximate values. Efforts will have to be made to further improve the freight car situation. As has been arranged, this tabulation will provide the future basis for the solution of all problems relating to the employment, maintenance, and repair of freight cars. We request that you inform us every month, at the latest by the fifth day of the following month, of all changes relative to the figures of this tabulation and of the reasons for these changes. Major changes will have to be reported and explained without delay. We, on our side, will inform all the other departments of the Ministry of Traffic and the State Planning Commission of these changes. This tabulation and the reporting procedure outlined is to provide a common basis for all questions relative to the manufacture and repair of rolling stock and will serve as a guide for all negotiations with superior government agencies.

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1. Railroad tank cars were not specifically mentioned in Column 1. This would seem to indicate that their numbers were not included in the tabulation. For figures on the park of tank cars, [redacted] For example, it is not clear why O-type cars are carried under both Nos 2 and 3 in Column No 1. Perhaps a mistake in writing may be involved. According to previous monthly counts, the following numbers of SS heavy-duty flatcars and rail cars were available:

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Day of Count	Number of Heavy Duty Flatcars	Number of Rail Cars	Total
20 January 1952	2,274	57	2,281
20 February 1952	2,135	52	2,137
20 March 1952	2,114	70	2,204
20 April 1952	2,013	47	2,130

The differences in the results of these monthly counts are due to the fact that cars operating outside the Soviet Union and the day of count were not recorded. The figure of 2,611 SS-type cars mentioned in the present report covers all the SS-type cars available. [redacted] For divergent results of previous counts of operational freight cars, [redacted] It could not be determined why Column No 5 was subdivided into two. Column 16 lists all the damaged cars which are in repair and are therefore to be scrapped. The total of damaged freight cars is therefore arrived at by adding Columns Nos 3 and 16, which results in a figure of 5,646 units. According to previous information, damaged freight cars totalled 7,802 as of 31 May 1951. See [redacted]

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Annex to

In the original calculation, vertical Columns Nos 1 through 16 were headed as follows:

- Column 1: State-owned freight cars exclusive of tank cars;
 " 2: Total park of freight cars inclusive of damaged cars;
 " 3: Damaged cars requiring extensive repair work;
 " 4: Total park of freight cars minus damaged cars (Column No. 2 minus Column No. 3);
 " 5: Average number of cars under repair;
 " 6: Special purpose cars, which cannot be freely employed;
 " 7: Average of state-owned railroad cars circulating abroad;
 " 8: Park of operational railroad cars, i.e. of cars serviceable and freely employable;
 " 9: Round-trip periods;
 " 10: Daily average of incoming loaded cars;
 " 11: Number of cars daily available for loading operations;
 " 12: Medium utilization of cars in tons;
 " 13: Loading space daily available for loading operations; 1
 " 14: Daily carrying performance in tons;
 " 15: Daily loading capacity in tons;
 " 16: Number of cars to be deactivated.

Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	G-Cars (G.A.V.T)	53,721	68	53,653	2,215	526	1,085	4,800	24,827	3.62	742	6,143	14.-	86,002	94,800	89,910	820
2	G-Cars (O,Om,Orum)	53,637	1,177	52,460	4,061	1,150	-	2,090	44,959	3.16	317	13,910	18.6	257,535	236,800	277,240	2,940
3	O-Cars	2,185	-	2,185	100	30	-	2,055	-	-	626	11.5	7,199	12,000	7,992	250	
4	X-Cars	5,718	193	5,525	300	55	2,925	2,245	-	-	648	11.5	7,866	31,500	7,944	500	
5	H-Cars	1,077	-	1,077	60	10	-	1,015	3.28	-	310	14.-	4,340	4,000	4,650	80	
6	R-Cars	8,524	21	8,503	849	480	-	750	8,424	-	110	1,848	14.-	25,872	24,500	26,445	50

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Annex

Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
S-Cars	1,090	57	1,033	65	10	-	150	808	-	40	206	17	3,502	3,000	3,492	30
SS-Cars	2,613	-	2,613	160	25	320	200	1,906	-	79	503	32	16,096	8,000	27,605	60
Total to 8	108,265	1,516	106,749	7,300	2,266	4,330	8,000	84,342	-	1,288	24,230	-	408,212	404,000	435,188	4,130
9 Service Cars	3,197	-	3,197	170	25	3,197	-	-	3.28	-	-	-	-	-	-	-
10 Service Cars	2,081	-	2,081	100	15	3,081	-	1,966	-	-	603	-	-	-	-	-
Total to 10	5,278	-	5,278	270	40	5,278	-	1,966	-	-	-	-	-	-	-	-
Total to 10	113,543	1,516	112,027	7,670	2,326	9,606	-	86,308	-	-	-	-	-	-	-	-
Private Cars	3,430	-	3,430	200	30	3,430	-	3,170	9.50	-	323	-	-	-	-	-
12 Narrow- gauge Freight Cars	3,900	130	3,770	-	-	-	-	-	-	-	-	-	-	-	-	-

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Notes:

Key to abbreviations used in Column No 1:

G: boxcars; A: closed cars with hinged lids; V: boxcars with crated partitions; T: refrigerator cars; O: 15-ton gondola cars; C: 20-ton gondola cars; R: flatcars with wooden side racks; S: flatcars with iron side racks; SS: heavy-duty flatcars with a load capacity of upward of 35 tons.

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Comment. The unit of dimension is not given.

Comment. Cmn. X, and H cars are unexplained.

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